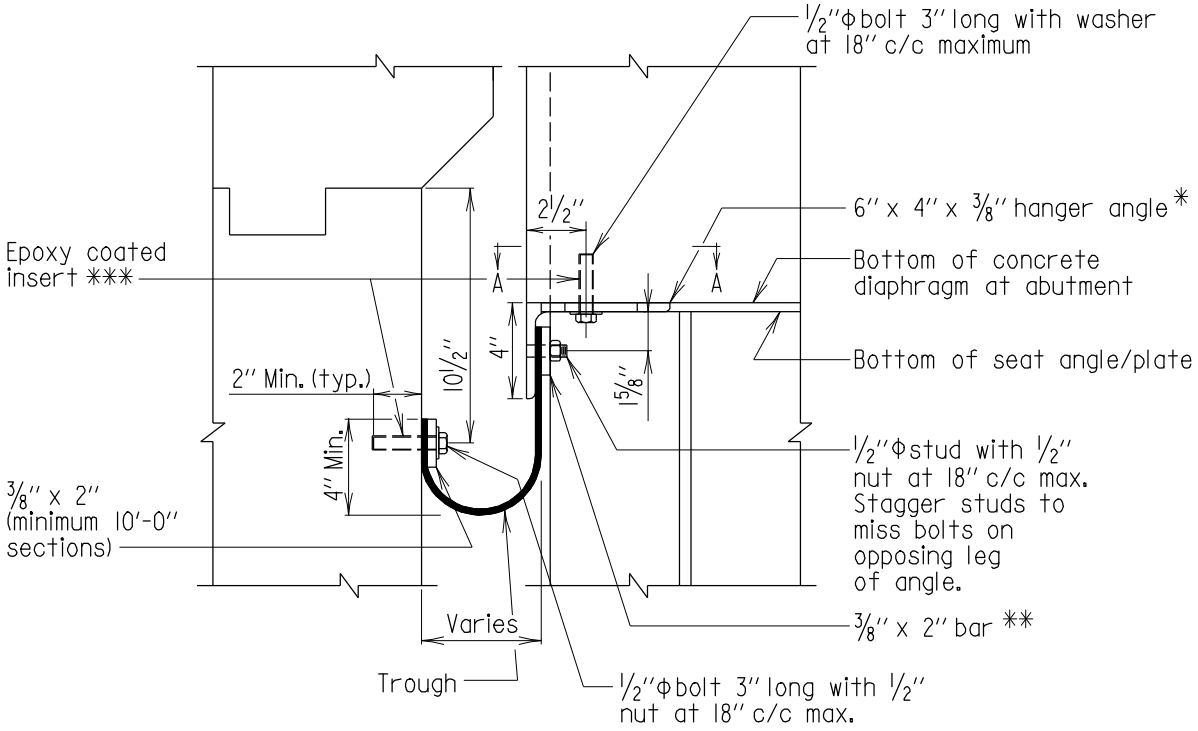


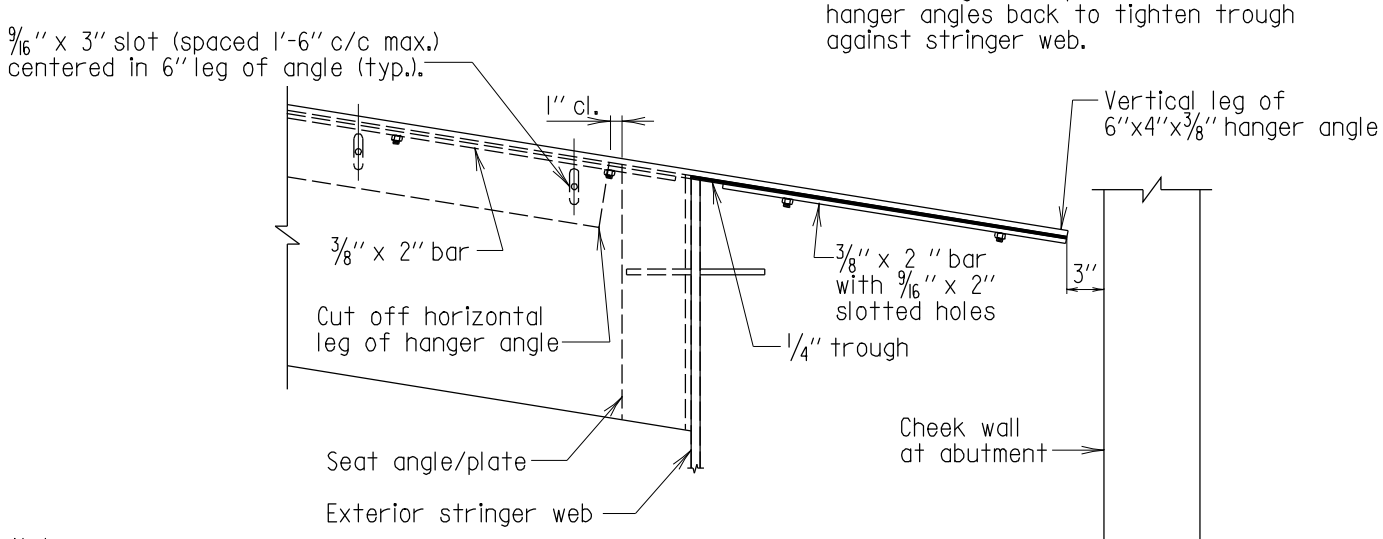
* 6"x4"x 3/8" hanger angle extends from seat angle/plate to seat angle/plate of adjacent stringer. Extend vertical leg of angle beyond exterior stringer to support trough. See Section A-A.

** Bar discontinuous at stringer web. See Section A-A.

*** At the Contractor's option drilled anchor inserts or cast-in-place studs may be used. No additional compensation will be allowed for either of these options.

SECTION
Scale: 1 1/2" = 1'-0"

After trough is in place move 6" x 4" hanger angles back to tighten trough against stringer web.



SECTION A-A
Scale: 3/4" = 1'-0"

Notes:
1. All angles and bar plates shall be unpainted ASTM A 709 Grade 36 galvanized steel. At the Contractor's option, fiberglass conforming to 921.11 may be substituted for the steel hanger angle. No additional compensation will be allowed for this option.
2. All bolts, studs, and nuts shall be unpainted ASTM A 709 Grade 36 galvanized steel.
3. Trough material shall conform to 911.11.
4. Holes in trough material shall be drilled in the field.

APPROVAL
L.S. Freedman DIRECTOR OFFICE OF STRUCTURES
DATE: 11/14/95

REVISIONS	
SHA	FHWA
8-7-98	·
2-14-00	·
1-22-01	·
1-18-05	·

FHWA APPROVAL
DATE: .

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF STRUCTURES

NEOPRENE TROUGH DETAILS FOR COMPRESSION SEAL ROADWAY JOINTS AT ABUTMENTS

STANDARD NO. BR-SS(7.02)-79-64 SHEET 2 OF 2

SUPER-ROADWAY JOINTS